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TIME TABLE.

| WEEK DAYS. | |
|--------------------------|-------------------|
| 7.30 a.m. to 8.00 a.m. | Every 10 minutes. |
| 8.00 a.m. to 8.30 a.m. | Every 15 minutes. |
| 8.30 a.m. to 9.00 a.m. | Every 10 minutes. |
| 9.00 a.m. to 11.00 a.m. | Every 15 minutes. |
| 11.30 a.m. to 12.45 p.m. | Every 15 minutes. |
| 12.45 p.m. to 1.15 p.m. | Every 10 minutes. |
| 1.15 p.m. to 1.45 p.m. | Every 15 minutes. |
| 1.45 p.m. to 2.15 p.m. | Every 10 minutes. |
| 2.15 p.m. to 3.00 p.m. | Every 15 minutes. |
| 3.30 p.m. to 6.30 p.m. | Every 15 minutes. |
| 6.30 p.m. to 7.00 p.m. | Every 10 minutes. |
| 7.00 p.m. to 8.00 p.m. | Every 15 minutes. |
| 8.00 p.m. to 9.00 p.m. | Every 10 minutes. |
| SUNDAYS. | |
| 8.00 a.m. to 9.00 a.m. | Every 15 minutes. |
| 9.00 a.m. to 9.30 a.m. | Every 10 minutes. |
| 9.30 a.m. to 10.30 a.m. | Every 15 minutes. |
| 10.30 a.m. to 11.00 a.m. | Every 10 minutes. |
| 11.00 a.m. to 12.00 p.m. | Every 15 minutes. |
| 12.00 p.m. to 1.00 p.m. | Every 10 minutes. |
| 1.00 p.m. to 5.00 p.m. | Every 15 minutes. |
| 5.00 p.m. to 6.00 p.m. | Every 10 minutes. |
| 6.00 p.m. to 7.00 p.m. | Every 15 minutes. |
| 7.00 p.m. to 8.00 p.m. | Every 10 minutes. |
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Hongkong, 5th June, 1903. [a1693]

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a1335

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Hongkong, 6th May, 1903. [a1351]

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SHAMSHAN CANTON.
BRITISH CONCESSION.
GOOD Accommodation.
Excellent Cuisine.
Every Convenience for Tourists.
F. F. DA CRUZ, Manager.
Canton, 1st October, 1901. [a1977]

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INCANDESCENT LAMPS, ARC LAMPS AND
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ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.
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The following are some of their Stocks with the undersigned—

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Less old than the above.
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11 Years old the finest quality shipped.
Each bottle bears an Analyst's certificate.
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TUBULAR IRON FRAME. SPRING WIRE AND CANVAS BOTTOM.
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WINE AND SPIRIT MERCHANTS.
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Special Dining Room for large parties.
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CHARGES MODERATE.
H. HAYNES,
Manager. [a43]

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Hongkong, 10th June, 1903. [a1265]

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A FIRST CLASS HOTEL Situated near
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Excellent Cuisine and Wines.
Large and lofty Rooms, elegantly furnished.
Hydraulic Elevator, hot and cold water
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Special Rates for Tourists.
Lunch Service for Guests.
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Hongkong, 31st October, 1902. [a49]
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BLUNKET'S GAP, THE PEAK, near the
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MANAGER.
Hongkong, 2nd July, 1900. [a50]

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(LATE HING-KEE HOTEL).
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Cuisine is excellent and is under direct Euro-
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Picnic, Boating or Shooting Parties specially
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A Military Band plays in the Gardens, close
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Sea Bathing.
Steamers to and from Macao every morn-
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WM. FARMER, E. G. JORDAN,
Proprietor. Manager. [a1577]

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(HOTEL-SANITARIUM OF SOUTH
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MACAO
HAS been re-opened under European
management and most strict supervision
as to food, cleanliness, and hygiene of the place.
All comforts of a home.
A most pleasant retreat for those desirous of
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Comfortable accommodation for travellers
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Macao is 40 miles south-west of Hongkong.
One steamer (ss. *Hongshan*), daily to and
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Canton, give easy communication with both
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For Terms, apply to
THE MANAGER. [a254]

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COGNAC ... 24.00C. VERY OLD LIQUEUR
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BIRTH.
On the 3rd July, at the Homestead, Northam Road, Penang, Mrs. Thomas GAWTHORPE, of a daughter.

The Daily Press.
HONGKONG OFFICE: 14, DES VOEUX ROAD, U.S. LONDON OFFICE: 131, FLEET STREET, E.C.

It is possible from the mail papers received yesterday to see one reason at least for Lord Lansdowne's notable statement in the House of Lords on the 16th ultimo, that Great Britain has serious cause for complaint at the manner in which China has dealt with applications for railway concessions and that he would be obliged to remonstrate strongly. In another column to-day will be found a telegram sent to the Times on the 8th June by Dr. MORRISON, the famous Peking correspondent. Dr. MORRISON therein points out what the Russians, Germans, and Belgians are doing in the matter of railway enterprise in North and Central China. He might have added some remarks about French schemes in the South, but his case is strong enough as it stands. His point is that even in the Yangtze region—once proudly styled the "British sphere of influence"—British railway prospects are at present materially worse than ever before. Russia has the concession of the Chingting-fu and Tuiyuen-fu line; Germany two important extensions of the Shantung railway system; and Belgium the Kaifeng-fu and Honan city line. To quote Dr. MORRISON's words:—"Compared with these successes, the British position is not encouraging. The Peking Syndicate have nearly completed 90 miles of railway from their coal measures in Honan province to the Wei river, a waterway navigable for shallow draught junks to Tientsin, where they hope to find a market. The British and Chinese Corporation and the Peking Syndicate recently applied conjointly for a

railway concession from Sinyang, on the main line from Peking to Hankow, along the Han river valley, Sinyang, and across to Chengtu-fu, the capital of Szechuen. China replied that a native capitalist had already asked for this concession. The British responded that if it were built with Chinese money they could make no objection, but should China require foreign capital for its construction preference should be given to them as first in the field. The Chinese have not replied, and there the matter stands. Nothing has been said regarding terms or any details. Again, the British and Chinese Corporation obtained in 1898 a concession for a railway from Pakow opposite Nanking, to Sinyang; but no attempt has yet been made to utilise the concession. Shen recently gave notice that unless the corporation, within six months, carried out the terms of the preliminary contract, the concession would be cancelled. Yet again the Peking Syndicate claim the right to build a railway from the Shansi mines to Putow; but the claim meets with strong opposition from France on the ground that the line will divert traffic from the Peking-Hankow main line, and that if the right is given to the British an indemnity must be paid to the Franco-Belgian syndicate financing the main line. Is it then to be wondered at that Dr. MORRISON claims that British railway prospects, even in the Yangtze region, are materially worse than ever before? The Shansi coal concessions obtained by the Peking Syndicate are denied an outlet to the Yangtze, without which they are valueless. The Times correspondent concludes his despatch with the remarks that perhaps it is necessary to remind the British Government that a despatch from Sir CLAUDE MACDONALD of the 4th September, 1898, informed Lord SALISBURY that the Taungli Yamen had in an interview of the previous day consented that the Peking Syndicate should construct a railway from their mines to the Yangtze on terms not inferior to those granted to other railways; while in a despatch from Prince CHING to Sir ERNEST SATOW of the 24th April, 1902, Prince CHING explicitly re-affirmed the right of the Syndicate to connect the mines with the Yangtze. It is only natural that the question should be asked what is the value of these promises. An answer to this will be looked for when Sir ERNEST SATOW returns to China. From Lord LANSDOWNE's speech on the 16th ultimo we know that the British Minister has full instructions to support energetically the views of the Government—which are, as stated by Lord LANSDOWNE, that Great Britain has serious cause for complaint over the treatment of British applications for railway concessions. Therefore the return to Peking of Sir ERNEST SATOW will be anxiously awaited, in the hope that the undoubted grievances of which Dr. MORRISON complains so strongly may be remedied.

Lord and Lady Lansdale arrived yesterday on the s.s. Yawata Maru on their way to Australia.

Yesterday was the anniversary of the taking of the Bastille, and the tricolour was displayed in the harbour and in the city by French ships and firms in honour of the occasion.

Mr. W. G. Blackwood, a prominent member of the Rifle Association, was amongst the passengers by the Kaga Maru yesterday. He travels home by way of the United States.

The master of the junk, on board whose craft the Water Police found a few old muskets, was fined \$100 at the Magistrate's yesterday for being in possession of arms without having a licence.

A Chinaman whose extradition is being applied for by the Chinese authorities was remanded at the Magistrate's yesterday by Mr. J. H. Kemp on a charge of murder within the jurisdiction of China.

During the 24 hours ended at noon yesterday three cases of plague occurred. One case was fatal—a Portuguese from 45, Elgin Street. The other two were Chinese cases. These bring the year's total up to 1,337.

Wai Kwai, who is charged with breaking into a house at 17, Lascar Row in July last year and stealing therefrom property to the value of about \$140, was brought up on remand before Mr. T. Sercombe Smith, Police Magistrate, yesterday morning, and committed for trial.

Information from Canton confirms the report that Mr. Duncan, formerly an officer on one of Jardine, Matheson & Co.'s steamers, committed suicide from the Pooan in the Whampoa tide-pool on Monday morning. Efforts were made to save him, but they were fruitless. No reason is assigned for the act.

On the 10th June, the Pera, a twin-screw steamer of 10,000 tons, was launched at Belfast for the Peninsular and Oriental Company. She is a sister ship of the Palermo, launched at Glasgow a fortnight before.

Sir William Des Vaux's recollections, entitled *My Colonial Service: with Interludes*, is being published by Mr. Murray. The author speaks not only from his Hongkong experiences, but from those in colonies as widely separated as Newfoundland, Fiji, Trinidad, and British Guiana.

Some uneasiness is said by home papers to be felt in German official circles at the steady increase in the Russian naval forces in the Far East, and in what are regarded as the growing signs of serious complications in Chinese waters. The German Government has resolved, therefore, to reinforce its East Asiatic fleet by the addition of several of the finest ships of the Navy.

The Russian Ministry of Marine intends to equip its warships on foreign stations with operating-rooms. The first of these will be fitted out on one of the ironclads coming out to the Far East during the coming autumn. It will be made as complete as possible with regard to surgical instruments and requisites, and the room will be connected by telephone with the other portions of the vessel.

On the 10th ult. Sir Edwin Arnold, K.C.I.E., celebrated his 71st birthday. Just half a century ago he won the Newdigate prize at Oxford in an initial effort which has been followed by *The Light of Asia* and *The Light of the World*. The *Light of Asia* was all dictated by the author after his journalistic work for the day was done. Latterly Sir Edwin has fallen a victim to blindness.

The following speech was delivered by the Vice-Governor of Bessarabia, M. Ostroffoff, to the Jews who attended the funerals of the Kielinoff victims. "Too many of you have come," he said. "I have authority to disperse you, but I will be compassionate. Calm yourselves; forget what has happened; consider it as an expiation of your sins and of the sins of your fathers. It is the will of God; bear your trial with resignation." The Vice-Governor evidently felt he had a mission to interpret Christianity to the Jews!

The Straits Echo's "beauty competition" has terminated. A Mr. Lim Eow Thoon was the 8100 with 1,443 votes. Mr. J. Napier being second with 1,378. The Sultan of Johore was sixth. Our Penang contemporary says:—This competition has served its purpose, from two points of view, namely business and amusement. Nobody could be offended or question its bona fides, and if it has not fallen in with the advanced notions of certain persons in high places we are in no way worried, our manager has been raking in the shekels and is quite satisfied with the general result. The Echo, based on the horizon of Eastern journalism on June 1st, and we defy any paper in the East to show such a record as ours for business in such a short time.

On the completion next September of the term of Rear Admiral Harry T. Grenfell, second in command on the China Station, he will be succeeded by Rear Admiral the Hon. Ansheton G. Curzon-Howe, who last month handed down his flag as second in command of the Channel Fleet. Admiral Grenfell's flag is flying on the *Albion*, but it is reported that the Admiral Curzon-Howe's flagship is to be the *Leviathan*, first-class armoured cruiser, which was commissioned at Portsmouth on the 16th ult. by Captain the Hon. Walter G. Stafford, to replace the *Argonaut*. The China Squadron is to be reinforced by the transfer of the *Vengeance*, first-class battleship, Captain Leslie C. Stuart, from the Mediterranean Station. She was commissioned at Portsmouth in April last.

In the Cape "Ragging" case, tried by court-martial at Wellington Barracks last month, the evidence given was of a remarkable character. It is alleged that the accused held a mock trial of a Mr. H. F. Stansford at the Mount Nelson Hotel, Cape Town, and subsequently ducked him in a fountain, stripped him naked, cut off half of his moustache and bits of his hair, and subjected him to other indignities. He commenced civil proceedings against them, but the case was compromised by the payment of £1,500. The names of the accused "officers and gentlemen" are Captain H. B. O. Williams and Captain J. H. Hayes, 3rd Dragoon Guards; Captain C. Lane, D.S.O., and Lieutenant C. M. Truman, 12th Lancers; Second Lieutenant C. L. Prior, 17th Lancers; Lieutenant R. H. Hermon-Hodge, 3rd Grenadier Guards; and Lieutenant and Hon. Captain W. Jenkins, 5th Battalion Rifle Brigade.

The German correspondent of the *L. & C. Express* says:—A letter from "Shanghai," recently published, may be instructive for such Germans who of late are always lamenting that the millions invested in Kiaochow are still not yielding any interest. The writer, however, wisely points to the fact that the German flag was only hoisted at Kiaochow five years ago, and he very reasonably adds that such "grumblers" should turn their eyes to and learn from the British nation, the best colonisers on the globe, who only look for earning a material interest in newly-acquired possessions very often after several decades. Yet England is never behind in doing everything for its colonies, as might be seen from Hongkong, Jamaica, &c. The German officers at Kiaochow, as well as some Hongkong visitors of the place, feel persuaded that Teintiao in future will become the Hongkong of Northern China, and that the Germans have done so far, everything possible to make Teintiao a first-rate trading-centre.

L'Echo de Chine has an article on supremacy in the Pacific Ocean and suggests that the struggle for the Pacific may be one of the causes of the Anglo-French rapprochement.

The Shanghai Union says:—A few evenings ago a resident going along Soward Road saw a white object on the sidewalk, so he made an investigation and found that it was a drunken Russian sailor. Then he called a native policeman who having turned the unconscious object over, said "Maskee, no blong Englishman," evidently being under the impression that others than Britishers did not count for much.

This is the *San Francisco Chronicle's* opinion of Mr Chamberlain's attitude.—Mr. Chamberlain has an uphill job before him. He has made it more difficult than necessary by professing to retain his old love for free trade. When he comes out in the open and makes it clear that he is fighting the battle of the British producer he will stand on surer ground, and if he exhibits his usual tenacity of purpose he will end by convincing the nation that it must adopt measures to resist the unfair competition of foreigners if it desires to survive the fierce struggles of the future for trade.

Two curious actions have been begun in the District Court of Colombo. Two plaintiffs have claimed for Rs.3,000 and Rs.5,000 alleged damages sustained by them in consequence of the defendant, while sitting in a village *gansabhalu* or minor court, having addressed them in abusive language, maliciously and in a manner offensive to good morals, for the purpose of unduly exposing them to odium and disgrace. It seems there was a case in the *gansabhalu* against the plaintiffs, who were both acquitted. The defendant, it is alleged, after the acquittal, gave them a piece of his mind, calling them stray offsprings, who a silk clothes might more fittingly be wrapped about dogs, and concluding by saying that ten like them would not be a match for one of his arms.

The precautions taken at Berlin after the death from bubonic plague, of Dr. Sachs were very stringent. The hospital attendant Marggraf, who developed symptoms of plague, and all the other persons who came into contact with the late Dr. Sachs during his fatal illness, were isolated in special barracks in the grounds of the Charité Hospital. A young physician, Dr. Pfingmacher, who volunteered to attend upon Marggraf, was also completely isolated from the outer world, though he communicated with the Charité by telephone. The food of the isolated persons was handed over a stockade and the dishes on which it was served were submitted to an elaborate process of disinfection. The entrance to the wooden barracks where the plague subjects were confined was guarded day and night by police.

The King has been graciously pleased to appoint Mr. Edgar William Salis Schwabe to be His Majesty's Vice-Consul at Vladivostok. The *L. & C. Express* remarks:—It is perhaps somewhat curious that just as Vladivostok is losing the importance that formerly attached to it the appointment of a British Vice-Consul appears in the *Gazette*. In former days the only Foreign Consular official allowed at the port was the Japanese commercial agent. He was joined a few years ago by a United States Consular officer, but it was understood that Russia always objected to a British official, and was also with some reason to point to the fact that British commercial interests at the port were small and did not justify the demand for a Consul. Now that an official is appointed it is when, by the construction of the Siberian and Manchurian railways, and the Russian possession of Port Arthur and Talienwan, Vladivostok is left out in both the military and commercial senses.

In his lecture at the Royal Geographical Society's meeting on "Journeys in Mongolia," Mr. C. W. Campbell, C.M.G., told his audience that "racing is the national pastime; it is, in the main, a fair weather sport. From May to August pony-races are the attraction at the temple festivals and fairs throughout East and North Mongolia, and most owners train a selection from their speediest ponies for the local meetings. A racing-stead of dimensions commensurate with rank and wealth is the proper appurtenance of a prince or *jassuk*, and his "string" usually includes some of the fastest beasts of his district. The races are never under ten miles long; the "Derby" of Mongolia is a contest over thirty miles of rough steppe. There are prizes to winners, rarely of tempting value; in the Chahar country the "stakes" was usually an ounce or two of silver (2s. 6d. or 5s.). I constantly heard of matches between rival owners proud of the reputation of their stock, but seldom of serious wagers on the result. It is worth remembering that Mongol races are usually run under ecclesiastical auspices. A race-meeting I attended in the Chahar country in 1899 was presided over by the local *gegen* (arhat), and the competing ponies were mostly owned by lamas. The great races which take place yearly at Urga are held under the direct patronage of the Bogdo (Lama Pope of Mongolia), who becomes the owner of all the winners. A horse-race with a bishop in the judge's box, a public chiefly clerical, no bookmakers or betting, and nominal prizes, is a phenomenon entitled to a little attention from an Englishman."

H. K. & S. BANK DIVIDEND.

We are officially authorised to state that, subject to audit, the directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting a dividend of £1. 10s. per share; add to the reserve fund \$500,000; write off property account \$200,000; and carry forward about \$1,425,000.

TELEGRAMS.

REUTER'S SERVICE.

THE POPE'S ILLNESS.

LONDON, 11th July.

The Kaiser has sent an autograph letter of sympathy to the Pope by a special emissary.

LATER.

The doctors say that the Pope has overcome the critical period of his illness and that he may last for days or even weeks.

THE BISLEY MEETING.

LONDON, 11th July.

The Americans won the Palma Trophy at Bisley with a record score of 1,570.

ETON V. HARROW.

LONDON, 11th July.

Eton beat Harrow by an innings and 154 runs.

[It is to be noted that Reuter gives this result, but not that of the more important Oxford and Cambridge match played at the beginning of the month.—Ed. D.P.]

TURKEY AND BULGARIA.

LONDON, 8th July.

A semi-official announcement in Sofia says that the Government have gladly noted the declarations of the Powers that Turkey's plans are not aggressive, and also that the Powers may intervene to secure the withdrawal of Turkish re-inforcements from the frontier. The Government is especially gratified by the Turkish promises of better treatment of Bulgarians and by the Macedonian Government having consequently revoked counter-measures, notably the calling out of the reserves.

PAKHOL.

[FROM OUR CORRESPONDENT.]

Pakhol, 9th July.

DEATH OF OUR HARBOUR MASTER.
It is with regret that I have to record the demise of one of the important members of our community, in the person of Captain Henry Archibald McInnes, Tide Surveyor and Harbour Master, I. M. Customs, which occurred on the 7th instant, after a comparatively short illness. Small as is our cosmopolitan community, the obituary fates have claimed one of its members, whose loss is doubtless most severely felt by his two daughters, who are scarcely in their teens. To them the sympathy of the whole community is freely offered. The funeral took place on the 8th instant, and was attended by the whole community. The coffin was brought to the Protestant Cemetery by eight of the Customs boatmen in uniform, and after the reading of the burial service, which, in the absence of the Rev. Mr. Blanchett from this port, was duly performed by Dr. L. G. Hill, of the Church Missionary Hospital, the coffin was lowered into the grave by six members of the Customs staff. The deceased was in his 62nd year of age, and had been in the Customs service for no less than 28 years, having joined it in February, 1875.

THE "COMETE."

The French gunboat *Comete* has been with us for nearly one week and is likely to remain with us for some time yet.

RAIN-STORM.

One of these tropical rain-storms visited us on the morning of the 27th ult. It began at 3 a.m. and continued till 7 a.m., when there was a torrential downpour which flooded the town to such an extent that it rendered the streets almost impassable for a good part of the day. Many shanties, especially those innocent of lime in their erection, were partially and others wholly washed away. Three beggars were found dead through exposure or drowning. Lightning struck two houses, killing one young man in each of them.

THE RICE-CROP.

The harvest of this grain has been all successfully collected, and the peasants in the surrounding villages are rejoicing at the fruit of their toil, but the price of the staple shows no material drop, as the well-to-do farmers are replenishing their granaries, rendered empty during the falling crops of the three previous years.

THE NEW GERMAN CONSUL.

Herr Von Varchmin arrived here on the 7th instant to succeed Dr. A. Mudra as Consul for Germany of this port. Dr. Mudra leaves to-day for Hongkong.

CORRESPONDENCE.

CRUELTY TO ANIMALS IN HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

Police Court, Hongkong, 14th July.

SIR.—Will one of the writers of the articles on "A Shocking Case of Cruelty" lay an information for a summons? I will then produce other witnesses.—Yours, etc., F. W. LYONS, Acting C.S.P.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—The barometer has risen generally, except over S. Japan.

Pressure is high over the Pacific to the E. and S. of Japan, and relatively low over N. China. Gradients slight generally with light or moderate E. and SE. winds in the Formosa Channel and over the N. part of China Sea. Forecast:—Light SE. winds; showery.

TEBRAU PLANTING CO., LD.

THE ANNUAL MEETING.
The annual meeting of the above Company was held yesterday in the offices of the general managers (Messrs. John D. Humphreys & Son). Mr. Hart Buck (chairman) presided, and there were also present Messrs. H. Humphreys, G. Murray Bain, A. H. Macneil, A. P. Noble, J. S. Hagen, Lau Chu Pak, T. M. Wong, and J. L. Cotter (secretary).

The SECRETARY reading the notice calling the meeting.

The CHAIRMAN said:—Gentlemen, —The report and statement of accounts have been in your hands for some time. I will therefore follow the usual custom and take them as read. As the report of our manager, Mr. Larken, is also attached it is not necessary for me to say very much to you. As far as our prospects are concerned, it appears that our only hope is our Para Rubber Plantation, and this certainly looks most promising. The samples of rubber you see on the table, which are from the first tapping of our trees, are pronounced by experts to be of excellent quality and if everything goes well and prices keep up it appears to be only a question of quantity as to whether our plantation is to be a financial success or not. Before moving the adoption of the report and statement of accounts I will be pleased to give any shareholder any further information he may desire.

There being no questions, The CHAIRMAN moved the adoption of the report and statement of accounts.

Mr. MURRAY BAIN seconded. He said:—As an old shareholder in this Company, it appears to me that there is some hope for getting some return for our money. Mr. Larken has laboured long and faithfully, and we have all been very unfortunate, but now there seems to be a hope; and I sincerely trust it will be realised.

The motion was agreed to.

The CHAIRMAN moved the appointment as auditors of Mr. Evans in Singapore and Mr. W. Hutton Poits in Hongkong.

Mr. MANCILL seconded, and the motion was agreed to.

This was all the business.

ROYAL HONGKONG GOLF CLUB

QUARTERLY MEETING.

The following cards were returned:—

MASTERS CUP.
Mr. W. C. D. Turner ... 85 - 17 = 78
Mr. E. J. Grist ... 85 - 4 = 81
Mr. C. W. May ... 91 - 6 = 85
Mr. C. W. May ... 100 - 15 = 85
Mr. H. E. Hunter ... 105 - 18 = 87
Mr. A. R. Lowe ... 103 - 18 = 88
Mr. J. M. Atkinson ... 103 - 17 = 92
Mr. N. J. Stubb ... 109 - 17 = 92

BOBEY AND MARTIN CUP.

Dr. Drew, R.N. ... 11 strokes 2 up
Mr. W. C. D. Turner ... " 13 " Square
Mr. E. J. Grist ... " 4 " 1 down
Mr. C. W. May ... " 4 " 3 down
Mr. J. Johnston ... " 14 " 4 down
Dr. J. M. Atkinson ... " 14 " 9 down

29 entries.
15 entries.

RAILWAYS IN INDO-CHINA.

Respecting new railways in French Indo-China, a despatch has been received at the Foreign Office from H. M. Consul at Pakhol, reporting that the construction of the network of railway in Indo-China, for which the loan of £8,000,000 was voted in 1898 by the French Chamber, is making good progress, but has scarcely yet advanced sufficiently to be of any great benefit to trade generally, although the movement of goods in two or three districts has, no doubt, been considerably facilitated. The line from Hanoi to Vietri is finished, but at the time of writing was not yet formally open to traffic owing to an accident to the bridge at that place. The section to Yenbay (about 80 kilom.) was expected to be opened in June. The route selected from Loalay to Yunnan-fa has turned out to be impracticable, and the line will now pass some distance from Mongtze, to which a branch will, however, be made. The Lungun line has been carried right up to the frontier at Nankuan, but trains only run to Dongdang, 34 kilom. distant. The section from Nankuan to Thanhok will be finished this year, and the continuation to Vinh shortly afterwards. The section from Saigon to Bienhoa is already open. There is a short branch from Tien to the busy river port Dapcan, one of 2 kilom. from Nankuan to its port, one of 5 kilom. from Vinh to its port. Beuth—one from the Ningboon coal mines to Tonkine, and one for portage purposes across the Isle of Khone, on the Mekong, where navigation is obstructed by rapids.

LATEST STEAMER MOVEMENTS.

The Imperial German mail steamer *Hamburg* left Kobe, via Nagasaki and Shanghai, on the 13th inst. a.m., and may be expected here on the 21st inst.

The P.M. steamer *Korea*, with mails, &c., from San Francisco to the 19th ult., left Shanghai for this port at 11 a.m., yesterday, and is due here to-morrow, p.m.

The O. & U. steamer *Doric*, which left hence for San Francisco, via ports of call, on the 16th ult., arrived at her destination on the 12th inst.

The Indo-China steamer *Namang* left Calcutta for this port, via the Straits, on the 11th inst., and may be expected here on the 27th inst.

The Boston Steamship Co.'s steamer *Trenton* left Yokohama for Victoria and Tacoma on the 11th inst.

The N.P. steamer *Victoria* arrived at Yokohama on the 13th inst.

The Boston Tow Boat Co.'s steamer *Lyra* arrived at Victoria on the 14th inst.

The N.Y.K. steamer *Kagoshima Maru* (Bombay Line) left Singapore for this port on the 13th inst. p.m., and is expected here on the 19th inst.

The N.Y.K. steamer *Riojun Maru* (American Line) left Shanghai for this port on the 13th inst. p.m., and is expected here to-morrow.

RAILWAY RIVALRY IN CHINA.

Dr. Morrison telegraphs to the Times:—
Peking, 8th June.

The attention of the British Government should be drawn to the railway activity of other Powers north of the Yangtze. If we believe that our friendly attitude in attempting to relieve China of some of the burden of the indemnity—though China has done nothing to deserve such consideration—will meet with a friendly response from the Chinese Government, we are under a delusion. The present position is the following. The Russians have obtained a concession for a railway, guaranteed by the Chinese Government, from Chingling-fu, on the main line from Peking to Hankow, to Taiyuen-fu, the capital of Shensi. This line, tapping the coalfields originally conceded to the Peking Syndicate, was de-capitalised in France. It is to have a narrow gauge, not the standard gauge, and will eventually extend westwards. The Germans, who enjoy a monopoly of railway construction in Shantung, have been conceded two important extensions for which they hope to secure a Chinese Government guarantee—namely, first, from Teichan, on the Grand Canal to Chingling-fu aforesaid, this being a continuation of the main line which is being industriously pushed across Shantung from Kiao-chau Bay through Tientsin-fu, the capital, to the Grand Canal; secondly, from Yenchau in Shantung on the Tientsin-Chinkiang main line to Kaifeng-fu, the capital of Honan, where it will join the new Belgian projected railway going westwards. The Belgians, through M. Rouffart, a distinguished engineer, have been granted a concession for a railway from Kaifeng-fu, the capital of Honan province, to Houma city, with a Chinese Government guarantee and an option for its extension to Tsingkuang, the key of Western China, and Hsiao-fu, the capital of Shensi. M. Rouffart is now here awaiting the issue of an Imperial edict sanctioning the concession, when it is an open secret that an arrangement will be proposed for a joint account with the German Shantung Syndicate, so that another non-British railway will traverse China from Kiao-chau to Hsiao-fu. Compared with these successes, the British position is not encouraging. The Peking Syndicate have nearly completed 90 miles of railway from their coal measures in Honan province to the Wei river, a waterway navigable for shallow-draught junks to Tientsin, where they hope to find a market. The British and Chinese Corporation and the Peking Syndicate recently applied conjointly for a railway concession from Sinyang, on the main line from Peking to Hankow, along the Han river valley, to Siangyang, and across to Chengtu-fu, the capital of Szechuen. China replied that a native capitalist had already asked for this concession. The British responded that if it were built with Chinese money they could make no objection, but should China require foreign capital for its construction preference should be given to them as first in the field. The Chinese have not replied, and there the matter stands. Nothing has been said regarding terms or any details. The British and Chinese Corporation obtained in 1898 a concession for a railway from Pukau, opposite Nanking, to Sinyang aforesaid, but no attempt has yet been made to utilise the concession. Sinyang recently gave notice that unless the corporation, within six months, carried out the terms of the preliminary contract the concession would be cancelled. The Peking Syndicate claim the right, which seems indisputable, to build a railway from the Shanai mines to Pukau, but the claim meets with strong opposition from France on the ground that the line will divert traffic from the Peking-Hankow main line, and that if the right is given to the British an indemnity must be paid to the Franco-Belgian syndicate financing the main line. Regarding the Anglo-German trunk line from Tientsin to Chinkiang, the final contract is now being negotiated by the Germans, the terms obtained for their section from Tientsin to the southern border of Shantung to be accepted by the British for their section from the border of Shantung to the Yangtze. The German final contract proposes a loan of £3,000,000, with a Chinese Government guarantee of 5 per cent, this amount to cover also the construction of the two branch lines above mentioned to Chingling-fu and to Kaifeng-fu. From the foregoing it can be seen that British railway prospects, even in the Yangtze region, are materially worse than ever before. The valuable Shansi coal concessions obtained by the Peking Syndicate are denied an outlet to the Yangtze. Of what value are these concessions without this outlet? Do our Government realise how serious may be the losses which many British will be called upon to face if this outlet is not obtained? Perhaps it is necessary to remind the Government that a despatch from Sir Claude MacDonald of September 4, 1898, informed Lord Salisbury that the Tsungli Yamen had in an interview of the previous day consented that the Peking Syndicate should construct a railway from their mines to the Yangtze on terms not inferior to those granted to other railways; while in a despatch from Prince Ching to Sir Ernest Satow of April 24, 1902, Prince Ching explicitly reaffirmed the right of the Syndicate to connect the mines with the Yangtze. Yet now, for fear of hurting their susceptibilities, we decline to compel the Chinese to fulfil their written undertakings.

LATE TELEGRAMS.

[VIA CRYLON.]

THE FISCAL QUESTION.

London, 26th June.
At a luncheon of the Constitutional Club to-day, Mr. Balfour, in presenting Mr. Chamberlain with an address on behalf of the Club, said Mr. Chamberlain's term at the Colonial Office was unique in British history. He adverted to the fiscal question, and said we could not permit foreign intervention with our fiscal relations with the Colonies, which were integral parts of the Empire.

Mr. Chamberlain, replying, said that a closer union with the Colonies was best approached by a commercial union through preferential tariffs, and he believed such was the only system whereby the Empire could be kept together. We must employ a policy of retaliation, or, more properly speaking, a policy of negotiation, to demolish the wall of hostile tariffs which is threatening our greatest industries. It was monstrous, he said, to suppose that he desired to impose greater burdens on the poor.

London, 28th June.
Friday's speeches by Mr. Balfour and Mr. Chamberlain are the sole political topic throughout the Kingdom. Many Ministerial organs are in a condition of complete uncertainty and hesitate to commit themselves, reflecting therein the feeling prevalent in the Unionist party. The cry on all hands is "More facts more light." Meanwhile the Opposition is using the "dear lost" to the best advantage. The leading Unionist papers question whether it is practicable to maintain an extensive union of parties with such a split existing.

London, 30th June.
During a tariff debate in the Lords last night, Lord Lansdowne said it was impossible for Government not to consider the position threatening as serious. The possible withdrawal of the favoured-nation treatment, mentioned in his speech on the 16th instant, was actually adumbrated in an official document, which would shortly be published in a forthcoming Blue-book. This Blue-book would show that there were no proposals for fuelling Germany by retaliation or otherwise. Such proposals could only be considered after the discussion of the tariff question which the Government considered indispensable.

MORE BIRTHDAY HONOURS.

London, 26th June.
Four new Peers have been gazetted, including Sir Edward Lawson and Mr. W. A. Watson-Armstrong, head of the Elswick firm. The new Baronets include Sir Alfred Hickman, Major Rasch, and Captain W. A. Wilson-Todd, Members of the House of Commons.

Sir F. Wingate has been gazetted a Major-General.
Sir Marcus Samuel, the Lord Mayor, has been gazetted a Baronet.

Surgeon-General Watt, Major-General St. George Henry, Colonels Edward Hay, Seymour, Monro, Thomas Evans, John Barker, Frederick Elmslie, Beauchamp, and Doran, have been appointed Companions of the Bath.

GERMAN SOCIAL DEMOCRACY.
The second ballots of the Reichstag show that the Social Democrats have further gained. They carried the whole of Saxony except one seat.

COUNTY CRICKET.

London, 26th June.
Somerset has beaten Gloucester by an innings and 72 runs.

VENICE TO CALCUTTA.
London, 27th June.
The Bill approving the agreement for a direct steamship service between Venice and Calcutta has been submitted to the Italian Chamber.

THE LADO ENCLAVE.
London, 28th June.
The Antwerp *Nieuwspaper* publishes semi-official information that the negotiators on the Lado Enclave question have decided to leave matters as they are during the lifetime of King Leopold.

PRINCELY OFFER.

London, 28th June.
Lord Rosebery, in a letter to the London County Council, offers on behalf of Messrs. Wertheim, Bell & Co. £500,000, for the construction of a Technical Education College, similar to that at Charlottenburg. The site proposed is at South Kensington, adjacent to the College of Science. The Council is asked to provide £200,000 a year as maintenance, and to appoint representatives for the Committee of government, of which Lord Rosebery is to be Chairman.

THE BRITISH MISSION TO TIBET.
Calcutta, 29th June.
Colonel Younghusband, Messrs. Claude White and Farr, were expected to start on their journey to Tibet on Friday last. The telegraph wire is being laid up to the frontier right through Sikkim.

DEATH OF FAMOUS HAND-MASTERS.
London, 30th June.
The death is announced of Lieutenant Dan Godfrey, for many years the Guard's Bandmaster.

ARMY RECRUITING.

London, 30th June.
Mr. St. John Brodrick, in the House of Commons, said that recruiting had been temporarily suspended in the Cavalry, and mostly in the other arms except the Infantry, as establishments were full.

[VIA STRAITS.]

THE QUEEN OF HOLLAND.
New York, 2nd July.
The Queen of Holland is now in a much better state of health. She is not, as has been officially stated by the Dutch Government, suffering from tuberculosis.

RAILWAY TO MECCA.

Aden, 2nd July.
It is now decided to proceed with the work of building the Hadjaz-Mecca Railway with all despatch and thereby, in the near future, save pilgrims the tedious camel and foot journey across the desert, in performance of which many annually die from fatigue and exposure, to say nothing about the extortionate prices they have to pay en route for food and even water. The Sultan of Turkey has agreed to the project of ordering all Mahomedans to contribute a minimum of five piastres to assist in covering the expenses incurred in its construction.

THE JAPANESE INVASION OF COREA.

Mr. George Lynch, in a letter published in the *Pall Mall Gazette*, writes:—
Out here in the East may be now seen in progress two instances of the invasion and conquest of a country which, I think, are without parallel in the world's history. I refer to the invasion of Corea by the Japanese, and the annexation of Manchuria by Russia. The method requires money, but not so much as a war does; and the results, if slower, are more complete and satisfactory. With this method, practised by the Japanese and Russians, a line of railway is the pioneer line of advance after a certain amount of reconnoitring, so to speak, has been done by enterprising emigrants. The Japanese made and own the line of railway from Chemulpo to Seoul, and are making the line from Fusan to Chemulpo, and along that route is the main trunk of their acquisitive advance. At Fusan will be the southern terminus of this arterial railway system, which will be open for traffic within eighteen months. It is the nearest harbour to Japan, and a most perfect natural harbor it is, where all the liners of the East could find safe anchorage. Thousands of Coreans were at work when I was there, under Japanese supervision, constructing wharves and piers, so that the vessels can load direct from the railway trucks and discharge into them. Deep cuttings and much filling in are necessary here, but the labour is plentiful and very cheap. It is similar work to that which is being carried on on a more gigantic scale at Dolny. In anticipation the Japanese have managed to buy up all the best sites adjacent to the railway, and near the terminus, right in the centre of the harbour, a Japanese town of considerable proportions has already sprung up. All round it house-building is in active progress, and wide and long streets are marked out with lines of stone foundations and the skeletons of wooden houses rising from them, which, when completed, will double the present size of the town. There is not a good site for a house or a shop now to be bought in Fusan; they are all in the hands of the Japanese. There have been numerous edicts issued from time to time by the Emperor against foreigners acquiring land in Corea, but like many other enactments of the Government in this curious country, they do not appear to be enforced. The Japanese own about one-third of the real estate in Seoul, and close on one-half of that in Chemulpo, and a considerable portion in three of the next largest cities. The Corean is as a rule an improvident individual in a chronic state of impecuniosity. He is always ready to receive a loan on almost any terms. The Corean accepts a loan, say for six months, which, being sanguine and rather careless, he promises to repay at the end of that time. The Japs [sic] to whom he has given his title-deeds as security comes along, and when the money is not forthcoming, usually at first contents himself with squeezing a bit by way of interest from the borrower. He is not content with this, however, but sooner or later plants himself in the house, calls in the police, and gets the Corean turned out. The interesting question here, the question which puzzles the most thoughtful on-looking resident observer, is: Who is really to have Corea, the Russians or the Japs [sic]? Gathering the opinions of people on the spot, they are unanimous, clear, and emphatic. As long as one speaks to Japanese or people with Japanese leanings, they are unanimous, clear and emphatic in propounding the doctrine that Corea, must, can, and will come under Japanese rule and under no other. The Russians and their sympathisers are equally emphatic that it will never be annexed by Japan, and when you ask will Russia take it, your answer is generally a shrug of the shoulders and a quizzical look with a suspicion of a merry little twinkle in the corner of the eye. They can afford to wait, these Russians, and they know how to, and as a reward all things seem coming to them in this part of the world. Manchuria is just twice the size of Japan, and to the fullest meaning of practical business politics they have now annexed it. Its annexation is a triumph of diplomatic bluff. The Western world has no idea of what a rich jack-pot these Russians have won, in the international poker game. The mineral resources of Manchuria, as shown even by the surface scratching that has been done, are simply stupendous. As a wealth-giver it will send more to St. Petersburg for the next half-century than India will to London. If the re is one thing that the Japs have reason to be superlatively proud of, it is their Intelligence Department. They have had their spies for a long time past on the track of the Russians throughout Manchuria, so that Tokyo is as well informed as St. Petersburg about every movement. The Japs have just completed a great map that gives more details of that country, which may be dotted shortly with battlefields, than anything, I feel sure, that the Russians can have. Looking at the whole position from what we are in the habit of calling a commonsense standpoint, and with the white man's idea of fair play, we must bear in mind that the Japanese were done out of Port Arthur when they had every right to possess it by the laws of victorious conquest. In the modern pressure of things the Coreans cannot continue to exist independently in this crowded world, where right is no defence against might. As a source of food supply Japan depends to a certain extent on Corea. Russia has territory sufficient in all conscience. Why should not Japan have Corea? Similar evidence of improvement such as our civilisation takes pride in is visible in the territory under Japanese influence in Corea as in that portion under direct Russian control in Manchuria: wide streets, cleanliness, railways, telegraph lines, light, a proper supply of water, adequate drainage. It

is good compensation even when the robbing is admitted. The Corean army has been reorganised, trained, and equipped under Japanese supervision; in fact, it is difficult to distinguish sometimes between the Corean and the Japanese soldiers. This, a Japanese gentleman said to me, will be all the more convenient when the time comes, as drill and uniform will make everything ready to have the Corean army changed into so many regiments of Japanese soldiers. The Japanese would probably do great things with this country if they get it. The Coreans show no signs whatever of progressing or moving out of their hermit isolation. This great unobtrusive conquest by rail and telegraph lines and undermining by money power is sure, if slow, and when the time comes for the detail of snuffing the Japanese flag, it is not very likely to be very strongly opposed by any Power except Russia, and Russia may be fully occupied elsewhere.

RUSSIA AND THE BAGHDAD RAILWAY.

A Times correspondent writes under date Paris, 9th June:—

The *Patrie*, the first evening newspaper sold on the boulevards, is a Nationalist and well-known anti-English organ. On the other hand, it is extremely friendly to Russia. Whatever its shortcomings may be, it is only fair to recognise that it is an enterprising newspaper. Its manager is at present in St. Petersburg and in an interview with M. Witte, Minister of Finance, has elicited from him a statement of considerable importance respecting the Russian view of the Baghdad Railway scheme. I give these particulars in order to make it understood that M. Witte's views, as set forth below, came through a channel which in this instance may be regarded as trustworthy. After having thanked M. Witte for his friendly reception, the representative of the *Patrie* inquired whether he did not think that an attempt was being made just now by the common enemies of France and Russia to make mischief between them. The Minister was silent for a time, but eventually answered:—"You have just touched upon a very delicate point, which involves a grave problem. I am not the Minister for Foreign Affairs, and I am not called upon to talk to you upon foreign politics. But since you refer to the campaign undertaken to sow division between us, I will give you a plain answer. Yes, efforts are being made to create a conflict between our respective interests in the economic domain. Are you posted up in the question of the Baghdad Railway?" The manager of the *Patrie* replied:—"I know, your Excellency, that the Germans have obtained from the Sultan the concession of an important railway which will run from the shores of the Bosphorus to Baghdad." Here the Minister rang the bell and ordered two cups of tea. He then proceeded quietly and with composure substantially in the following terms:—

"The concession obtained by the Germans is a serious affair, to which the attention of all Europe ought to be directed. The complicated questions connected therewith are not sufficiently known. What are the advantages which the Germans will reap from this railway? They will lay hand on the greater part of the traffic between Europe and Asia, which will be of no small benefit to them. Then, in the event of war, England being mistress of the route through Egypt, communications might nevertheless be maintained by the new railroad, which will threaten England to the very heart of India. But the construction itself is of a nature to disturb many things. It is a gigantic scheme, which will absorb hundreds of millions. Let me call your attention to the fact that the operation will require the issue of a capital of 15 millions in shares alone, and that the rest will be made up in bonds. This is all well and good, but where will the Germans find the money? Part of it will be forthcoming at home, and they expect to find the rest in France and England. Will French and other capitalists subscribe? No, unless they get a guarantee. Yes, perhaps, if such a guarantee be given. Of what nature can that guarantee be? Turkey's word is not sufficient. There only remain the Customs duties, which will have to be raised. If they are raised, capitalists will find the guarantee they want, but before the Turkish tariffs are touched Europe must be consulted. The question is, therefore, whether the Powers will give their consent. Germany, Italy, and Austria—that is to say, the whole Triple Alliance—will naturally acquiesce. France is on the point of assuming the same attitude. That surprises us. If the French Government consents to the increase of the Turkish tariffs, and thus to the creation of the guarantee required; if, moreover, it continues to encourage French capitalists to subscribe, this is what will happen. The work of construction will be commenced, but will never be finished, and the German and French capitalists will lose their money. The creation of this line of railroad is a dream which will never be realised. If French savings are engaged in this bottomless pit, if thousands of subscribers are ruined, Russia will certainly be blamed. That must be avoided at all costs. Suppose that Russia were to give way and we were to be represented, like the other Powers, in the syndicate which is to be formed. As you are aware, Germany will keep the effective management of the enterprise in her own hands, and it is she who will be the gainer. We do not intend to be her dupe. On the other hand, if we give our consent and the affair nevertheless falls through, we shall incur responsibility towards the ruined capitalists. That responsibility I will not assume. I do not see how France can reasonably favour at the expense of her purse an undertaking which in the first place is German, in the second

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anti-Russian, and, lastly, involves so much uncertainty.

Here the Minister gave his visitor another cigarette and invited him to drink another cup of tea. He then continued as follows:—
"By warning French savings (*l'épargne française*) of the danger which they run in this affair you will render a service to your country. My own motto is—Never tell a lie. Now you know the whole truth."

The manager of the *Patrie* then enquired of M. Witte whether he was not of opinion that many intrigues were on foot in economic and other spheres against France and Russia, and whether it was not sought to place the interests of the two countries in conflict. He enquired whether the Russian Minister of Finance did not suspect the cause of this. His Excellency replied with a smile:—"Honn. In all causes *celibataires* they say, *Cherchez la femme*, but here it might be said, *Cherchez l'argent*." This brought the interview to a close. The Russian Minister accompanied his visitor to the landing, and in taking leave of him said:—"N'est-ce pas que la Russie est belle? Dites bien à sa sœur, la France, de ne pas se laisser enlever."

SIR FRANK SWETTENHAM.

The *Straits Echo* publishes the following under the heading of "Startling Rumour":—"Kuala Lumpur, July 4th.—It is rumoured that the Governor, Sir Frank Swettenham, has been called home to the Colonial Office by cable in order to explain his reasons for giving the general farm to Towkay Lok Yew without tender. The former opium-farmers combined to formulate a petition, which, as some of them were connected with business in Hongkong, they actually forwarded to the Colonial Office through the Governor of Hongkong. The rumour must not be regarded, if true, as a slight upon the Straits Governor, but more probably is a mode of procedure that Mr. Chamberlain conceived to be the most judicious in order that he might form a just judgment of the transaction. Personal interviews, when they can be held, are, of course, much more satisfactory than prolonged, tedious, formal and often incomplete correspondence. The Resident General, Mr. Treacher, will resign in his absence, and Mr. J. P. Rodger, the British Resident of Perak, following precedent, will probably be Acting Resident General, unless Mr. Birch, the present Governor of British North Borneo, who is very anxious to get the post, be called over to act. The Governor is "an old parliamentary hand," and expert at justifying his conduct both on paper and in colloquy, and he may be trusted to prove that his action was not only correct but most expedient."

It is hardly necessary to point out that no such petition as that mentioned above could have been received here and forwarded to the Colonial Office. It would have been promptly returned to the petitioners.



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Hongkong, 13th July, 1903.

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I. AUTHORIZED CAPITAL... £3,000,000 0 0
SUBSCRIBED CAPITAL... 2,750,000 0 0
PAID-UP CAPITAL... 687,500 0 0
II. FUND FUNDS... 2,987,216 14 10

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 19th June, 1903. [1888]

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Hongkong, 21st April, 1897. [113]

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Hongkong, 1st September, 1902. [237]

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Hongkong, 14th January, 1903. [216]

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Hongkong, 18th May, 1903. [149]

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Hongkong, 17th August, 1887. [23]

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Hongkong, 10th July, 1903. [1860]

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Hongkong, 16th May, 1903. [143]

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Hongkong, 19th December, 1902. [117-1]

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V. C.

A CHRONICLE OF CASTLE BARFIELD AND THE CRIMEA,
BY
DAVID CHRISTIE MURRAY
(Author of "Joseph's Coat," "Rainbow Gold," "Aunt Rachel," "Despair's Last Journey," &c.)

CHAPTER IV.

The oil-lamp which hung in the hall was flickering uncertainly as Polson and the General walked towards the foot of the staircase, leaving the passage in darkness for a second or two at a time and then flaring up with an unsteady brilliance. The young man took a bedroom candle from a table at the stair foot, lit it, and motioned the General to precede him. He, altogether military in gait, with his shoulders squared to the utmost, marched upstairs as if he were heading an assault by escalade. Polson followed, drooping.

"This is your room, sir," the young man said when they came to the end of the corridor on which they had entered. He threw open the door, and revealed a cheerful scene. Tall wax candles flamed here and there, a great fire burned with steadily glowing on the hearth, and the rich dark maroon curtains and hangings of the room gave it a secluded, sheltered and homely look which under other circumstances would have been wholly comfortable by contrast with the elemental war outside. The General walked into the apartment bolt upright, and Polson stood with the door handle in his grasp, waiting to catch his eye for a single instant that might say good-night. The older man wheeled suddenly.

"Come in!" he said. "Come in and close the door." Polson obeyed, wondering what was about to happen. "I suspect," Boswell began, "that I shall have cause to be sorry for myself and for somebody much dearer to me than myself before this business is over. But I am sorry for you, in the meantime, my lad, and I want to tell you that you will have to revise your ideas a little."

"As to what, sir?" asked Polson. "Unless I am very much mistaken," the older man went on, "the business which has been sprung upon us to-night will take some time to settle, and will make more noise in the world than either you or I will care to hear. You can't go into the army with this hanging over you."

"I had made up my mind about that already," said the younger.

"Well," the General returned, "it's a bitter pill for you to swallow, and as I have said, I am sorry for you. It will not be easy for you to be on terms of intimate friendship with a man who is compelled to fight your father tooth and nail, and there is nothing else for it at this moment but for you and me to say good-bye. Things may right themselves, but I see no use in mincing matters, and I tell you the honest truth when I say that I don't believe it, and that for the moment I don't even hope for it. There are some men," he added, "who can't afford to treat themselves to violent emotions, and Mr. James Knock Jervoyce is one of them. If all complicity, but that man's a real what-you-would call a hero."

feeling of heavy misery. He sat motionless for a full half hour, staring at the fire. At last a single dry sob, which shook him from head to foot, escaped him. He rose with a bull-dog shake of the head, threw back his shoulders, and walked resolutely but slowly down the staircase. He would have it out then and there, he declared to himself, and would come to an understanding with his father. He would actually know the truth without disguise, and having learned it, would decide upon the conduct of his future life. There was no thought of desertion in his mind, but there was a great longing to be at action, to be striving with something for a settled purpose, and no settled purpose was possible for him until he and his father could stand heart to heart and face to face, with all pretence between them broken down.

The hall lamp had flickered out, as it had threatened to do, and he groped his way in darkness, though at another moment he would have walked with the sure foot of custom blindfold about the house. Somehow, the whole tide of his purposes seemed suddenly to ebb. He became conscious of the night, and stood in the dark to listen to its wild voices. There were other voices in the air, for he could hear his father speaking in a deep, loud hum, and Jervoyce answering from time to time in a treble like that of an hysterical woman. He felt his way to a hall chair which had its place close to the parlor door, and sat down there to wait until he should find his father alone. He could hear no more from where he sat, but through all the plangent noises of the storm he could discern anger and command in his father's voice, and a querulous appeal which had a note of rage in it in the voice of his father's companion. He paid but little heed, for his heart was growing numb, and so distinct thought any longer found a place in his mind. Sitting there in the dark and the cold, he grew barely conscious of his own pain. This is Nature's mercy. When the wound is beyond bearing she draws away the sufferer's consciousness, and an extraordinary agency brings him relief, if only for a little while. A dull ache of respite follows the keener agencies alike of bodily and of mental pain. So he sat there, dulled and numb and empty, and for the moment he cared for nothing.

A gleam of light and the sound of a coming footstep awoke him to a knowledge of his surroundings. He did not wish to be found there sitting miserably in the dark, and he arose, and stood uncertain in what direction to move. The light grew clearer and clearer, and as it turned the corner he saw that it was carried by Irene. He forgot his impulse towards flight, and stood rooted, staring as if he beheld a vision. The little figure came forward with uncertain footsteps, one hand holding the candlestick overhead and the other groping for the wall. The foot trod with a harsh sound on one or two fragments of broken glass which had escaped the housemaid's broom. A yearning ache filled him as the girl came nearer, for he saw that her eyes were blind with tears. There was no distortion of the features, save that the small mouth quivered, and the shining drops trimmed over heavily and silently. Not a sigh escaped her, and she came on like a figure in a dream. He moved forward involuntarily, and her name sprang to his lips.

"Irene!"

She paused and pressed her disengaged hand upon her eyes to clear them of that bitter rain. Then she looked up at him in silence, and the big tears began to well over, shining like diamonds as they fell to the bottom of her dress. It was to be his last sight of her in his own home. He knew it, and his own heart was like cold iron in his breast. She made a picture never to be forgotten; a picture to be recalled on stormy nights at sea; in many a lonely hour of contemplation on alien shores; in many hours of sickness and delirium, in summer heats among the vineyards on the banks of Alma; in winter frosts in the trenches of Sevastopol; in convalescent wanderings amid the dumb reminders of English dead at Soutra; and later, too, in happy hours when the storms of youth were over, and manhood's heart had found safe anchorage, and the dear head was touched with silver.

She stood there weeping, and he had no power to comfort her—no right to comfort her.

"Good-bye, Irene," he had the right at least to say that to the sweetheart of his boyhood, and the chosen idol of his young manhood's heart. "I have seen your father, dear, and whatever there might have been, it's all over. Good-bye, and—God bless you, always. Always. Always."

"I have seen him too," she answered, and though the tears rained down as fast as ever, there was no break in the sweet quiet voice. "Good-bye. God bless you."

This was all their farewell save that when she turned away with that uncertain groping of the hand he took it in his own and guided it to the rail of the staircase. He watched her as she slowly mounted the stairs with the light of the candle falling on her hair, and turning its brown masses to dim gold. All her figure was in shadow, and the dim gold head seemed to float upward until it vanished at the turning of a corner, and the faint light on the wall grew fainter. Then he heard the soft opening of a door, and before it closed again, one ear reached his door, and stabbed the heart that had laid within him like cold iron; and he knew that all her self-control had broken down. The door closed swiftly, shutting out the last ray of light reflected from the wall, and he found his way back to his chair, and to his drearily fighting with himself, and praying for Heaven's mercy on her, until his eyes tingled as if they had been pricked by a needle. Whether he would have it so or no the tears came, and as he hid his face in his hands, they dripped between his fingers to the floor. He was but three and twenty, and the first passion of the pain of life was upon him.


(To be continued.)

CHEONG SHING.
GENERAL EXPORTERS.
JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY WARES, EMBROIDERIES AND CHINESE CURIOS.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL (Opposite Messrs. C. J. GAUFF & Co.).
Hongkong, 16th May, 1903.

AUTOMATIC MAUSER PISTOLS.
CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong 3rd October, 1900.

SIEMSEN & CO.
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st March, 1903.

"DARTING" LANOLINE
Natural Toilet Preparations.



"DARTING" TOILET "LANOLINE" in small and large collapsible tubes. Makes rough skins smooth and protects delicate complexions from the effects of wind and sun.
"DARTING" "LANOLINE" TOILET SOAP is unequalled for cleansing and keeping the skin supple. It never irritates.
Wholesale: 67, Holborn Viaduct, E.C.
1955

STYLISH DRESSMAKING.

COSTUMES MADE UP IN ALL THE LATEST FASHIONS OF PARIS, LONDON, AND NEW YORK.

EXPERIENCED EUROPEAN CUTTING AND GENERAL SUPERVISION.

EVERY KIND OF GARMENT MADE FOR LADIES AND CHILDREN.

WM. POWELL, LD.
HIGH CLASS DRAPERS,
34, QUEEN'S ROAD, HONGKONG.

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,
GELATINE-DYNAMITE,
BLASTING GELATINE AND GELIGNITE,
DETONATORS, SAFETY FUSE,
AND ALL BLASTING ACCESSORIES.

MAGAZINES AND DEPOTS AT
HONGKONG, SHANGHAI, WEIHAWEI.

AGENTS—
JARDINE, MATHESON & CO.

BUTTERFIELD & SWIRE

Agents
LONDON AND LANCASHIRE
ROYAL EXCHANGE
PALATINE
ORIENT

Hongkong, 10th June, 1903. [1819]

MIDZUSHIMA & CO
COAL MERCHANTS.

No. 4, QUEEN'S ROAD CENTRAL (Facing Duddell Str. E.).
HEAD OFFICE: No. 5, SAKAIMACHI, KOBE.
BRANCH OFFICES:—UCHI-HONMACHI, MOJI; MINAMI-AJIKAWA, OSAKA AND KAIGAN, WAKAMATSU.

AGENCY: Mr. S. NAKAYAMA, MOTOMACHI, YOKOHAMA.
TELEGRAPHIC ADDRESS: MIDZUSHIMA, Kobe, Moji, Osaka, Wakamatsu, and Hongkong.
CODE USED: A I & A. B. C. 7th ED.

Importers of Japanese Coals. Contractors of Coal to the Compagnie des Messageries Maritimes of France, Foreign and Japanese steamers, Arsenal and Japanese Railway Companies, &c. Sole Proprietors of Kumamoto and Tonoura Coal Mines. Sole Agents for Kawanishi, Komatsugaura, Tenzou, Minamio, Keijiri and Kumagahata Collieries.

Hongkong, 4th March, 1903. [761]

K. UYEMURA, MANAGER

JAPAN COALS.

ITSUI BUSSAN KAISHA
ITSUI & CO.

HEAD OFFICE:—1, SURUGI-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 106, ROYAL STREET

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New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, "Pien-tsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimizu, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Esabro, Maiduru Miki, Hakodate, Taipei, &c.

Telegraphic Address: "ITSUI" (A.B.C. and A.I. Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Horio, Kanada, Fujiyama, Mameda, Manoura, Onoura Otraj Sasahara Tsukuro, Yoshino-tani, Yoshio, Yumokura, and other Coals.

N. INUZUKA, Manager, Hongkong.

When Your Joints Are Stiff

and muscles sore from cold or rheumatism, when you slip and sprain a joint, strain your side or bruise yourself, Perry Davis' Painkiller will take out the soreness and fix you right in a jiffy. Always have it with you, and use it freely.

Painkiller

1132-1

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

| OUTWARDS. | | |
|-----------------------|-----------|---------------|
| FROM | STEAMERS | TO |
| GLASGOW and LIVERPOOL | "DIOMED" | On 18th July. |
| GLASGOW and LIVERPOOL | "HECTOR" | On 22nd July. |
| GLASGOW and LIVERPOOL | "NESTOR" | On 26th July. |
| GLASGOW and LIVERPOOL | "TEUCER" | On 30th July. |
| GLASGOW and LIVERPOOL | "KINGCOW" | On 3rd Aug. |
| GLASGOW and LIVERPOOL | "KINGCOW" | On 7th Aug. |
| GLASGOW and LIVERPOOL | "KINGCOW" | On 11th Aug. |
| GLASGOW and LIVERPOOL | "KINGCOW" | On 15th Aug. |
| GLASGOW and LIVERPOOL | "KINGCOW" | On 19th Aug. |
| GLASGOW and LIVERPOOL | "KINGCOW" | On 23rd Aug. |
| GLASGOW and LIVERPOOL | "KINGCOW" | On 27th Aug. |
| GLASGOW and LIVERPOOL | "KINGCOW" | On 31st Aug. |
| GLASGOW and LIVERPOOL | "KINGCOW" | On 4th Sept. |

| HOMEWARDS. | | |
|--------------------------------|--------------|---------------|
| FROM | STEAMERS | TO |
| MARSEILLES, LONDON and ANTWERP | "PELEUS" | On 21st July. |
| MARSEILLES, LONDON and ANTWERP | "PROMETHEUS" | On 25th July. |
| MARSEILLES, LONDON and ANTWERP | "STENTOR" | On 29th July. |
| MARSEILLES, LONDON and ANTWERP | "TYDEUS" | On 1st Aug. |
| MARSEILLES, LONDON and ANTWERP | "DIOMED" | On 5th Aug. |
| MARSEILLES, LONDON and ANTWERP | "NESTOR" | On 9th Aug. |
| MARSEILLES, LONDON and ANTWERP | "MOYUNE" | On 13th Aug. |
| MARSEILLES, LONDON and ANTWERP | "PINGSUEY" | On 17th Aug. |
| MARSEILLES, LONDON and ANTWERP | "GAUCUS" | On 21st Aug. |

| TRANS-PACIFIC SERVICE. | | |
|--|-------------|--------------|
| FOR | STEAMERS | TO |
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ, and YOKOHAMA. | "NINGCHOW" | On 10th Aug. |
| The s.s. "DIOMED" left Singapore on the 11th inst. a.m., and is due here on the 16th inst. | "DEUCALION" | On 6th Sept. |
| The s.s. "KEEMUN" left Victoria (B.C.) on the 28th ult. for Kobo and Hongkong. | | |

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th July, 1903.

CHINA NAVIGATION CO. LIMITED.

| FOR | STEAMERS | TO |
|---|-------------|---------------|
| MANILA, AMOY, SAMARANG and SOERABAYA | "SUNGKIANG" | On 15th July. |
| KOBÉ and YOKOHAMA | "SHANTUNG" | On 17th July. |
| PORT DARWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "KATONG" | On 27th July. |
| | "TAIYUAN" | On 27th July. |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light, Unrivalled Table, A. duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 14th July, 1903.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
CALLING AT SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

| STEAMSHIP | Tons. | Captain | TO SAIL ON |
|---------------------|-------|---------------------|-----------------------|
| "EMPERESS OF JAPAN" | 6,000 | R. P. Craven | WEDNESDAY, 15th July. |
| "TARTAR" | 4,425 | A. E. Hollingsworth | WEDNESDAY, 22nd July. |
| "EMPERESS OF CHINA" | 6,000 | R. P. Craven | WEDNESDAY, 5th Aug. |
| "ATHENIAN" | 3,882 | A. E. Hollingsworth | WEDNESDAY, 12th Aug. |
| "EMPERESS OF INDIA" | 6,000 | R. P. Craven | WEDNESDAY, 26th Aug. |
| "EMPERESS OF JAPAN" | 6,000 | R. P. Craven | WEDNESDAY, 30th Sept. |
| "TARTAR" | 4,425 | A. E. Hollingsworth | WEDNESDAY, 7th Oct. |
| "EMPERESS OF CHINA" | 6,000 | R. P. Craven | WEDNESDAY, 21st Oct. |
| "ATHENIAN" | 3,882 | A. E. Hollingsworth | WEDNESDAY, 4th Nov. |
| "EMPERESS OF INDIA" | 6,000 | R. P. Craven | WEDNESDAY, 18th Nov. |
| "EMPERESS OF JAPAN" | 6,000 | R. P. Craven | WEDNESDAY, 16th Dec. |
| "TARTAR" | 4,425 | A. E. Hollingsworth | WEDNESDAY, 30th Dec. |

THE magnificent "TWIN-SCREW" "EMPERESS" STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 8, and 12 months.

SPECIAL LATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China or Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cuisine are unexcelled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pulford Street

Hongkong, 14th July, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG via INLAND SEA OF JAPAN, MONI, KOBÉ and YOKOHAMA FOR OPERATING IN OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE

| STEAMSHIP | Tons. | Captain | TO SAIL ON |
|--------------|-------|---------------------|--------------------|
| "INDRAVELLI" | 4,899 | R. P. Craven | July 16, 1903 |
| "INDRAPURA" | 4,899 | A. E. Hollingsworth | August 14, 1903 |
| "INDRASAMHA" | 5,197 | W. E. Craven | September 13, 1903 |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th July, 1903.

FOR ODESSA.

THE Russian Steamer
"HERMANN LERCHE,"
1,978 tons, will be despatched for the above on SATURDAY, the 18th inst. at 4 p.m.
For Freight, apply to
BRADLEY & CO.,
Agents.
Hongkong, 11th July, 1903. [1922]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, KOBÉ AND YOKOHAMA.

THE Company's Steamship

"MARQUIS BACQUEHEM,"
Captain Bassich, will leave for the above places on SATURDAY, the 18th inst. p.m.
This Steamer has capital accommodation for Passengers, Electric Light and carries a Doctor.

For Freight or Passage, apply to
SANDER, WIELER & CO.,
Agents,
Princes Buildings.
Hongkong, 11th July, 1903. [1923]

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at Philippine Ports.)

THE Steamship

"KENNEBEC" will be despatched as above on or about the 25th instant.

For Freight and further information, apply to
STANDARD OIL COMPANY OF NEW YORK,
Oriental Freight Department,
Agents.
Hongkong, 3rd July, 1903. [1915]

THE AMERICAN ASIATIC STEAMSHIP COMPANY.

STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL.

THE Company's Steamship

"VERONA"

Captain H. N. Spiess, will be despatched as above on or about SATURDAY, the 25th JULY.

For Freight, apply to
SHEWAN, TOMES & CO.,
General Agents.
Hongkong, 7th July, 1903. [1893]

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENLEDI" will be despatched as above on or about the 26th inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th July, 1903. [1896]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAMSHIP FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 28th July, 1903, at 11 a.m., the Company's Steamship

"POLYNESIE," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Rio de Janeiro, WITHOUT TRANSSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 27th July. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, 15th July, 1903. [1902]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"
Captain W. G. Macarthur, will be despatched as above on WEDNESDAY, the 29th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.

The Steamer is installed throughout with the electric light.

A stewardess and a duly qualified surgeon are carried.

N.B.—To assure the additional comfort of passenger, the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 3rd July 1903. [1912]

CHINA NAVIGATION CO., LIMITED.

HONGKONG—MANILA.

REDUCED SALOON PASSAGE MONEY.

SINGLE, \$20; RETURN, \$35.

STEAMERS FITTED THROUGHOUT WITH ELECTRIC LIGHT. FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 4th July, 1903. [1904]

FOR CANTON.

THE new and fast Twin-Screw Steamer
"SAN CHEUNG,"
851 Tons, Captain A. Murphy, will leave for Canton at 8 p.m. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 p.m. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1 each.

Cargo Freight very moderate.

J. TREVOUX & CO.,
No. 128, Connaught Road Central.
Hongkong, 30th June, 1903. [1751]

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with "INDO-CHINA STEAM NAVIGATION CO."s fortnightly service to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897. [8]

NOTICES TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LIMITED.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"MACHAON"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees risk.

The Cargo will be ready for delivery from Craft or Godown on and after the 10th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m., on the 16th inst.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 16th inst. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 23rd inst., or they will not be recognized.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 9th July, 1903. [10-12]

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "INDRAVELLI" FROM PORTLAND (OR) YOKOHAMA, KOBÉ, AND MOJI.

THE above Steamer having arrived Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by me in any case whatever.

ALLAN CAMERON,
General Agent.
Hongkong, 10th July, 1903. [14]

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LOYD.

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"
OF THE NORDEUTSCHER LOYD.

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 11 a.m., To-day, the 8th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th July will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 15th July, at 9.30 a.m.

All Claims must reach us before the 18th July, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be counterigned by the undersigned.

NORDEUTSCHER LOYD.
MELCHERS & CO.,
Agents.
Hongkong, 8th July, 1903. [5]

GENERAL AVERAGE, S.S. "PEKIN"

NOTICE IS HEREBY GIVEN to all concerned that the General Average Statement of the s.s. "PEKIN" consequent on the fire which occurred at Kobo on the 5th and 6th April, 1903, is being prepared at Yokohama by Mr. H. P. WADMAN, of the China Traders' Insurance Co., Ltd.

E. A. HEWETT,
Superintendent.

Peninsular & Oriental S. N. Co.,
Hongkong, 14th July, 1903. [2000]

FROM HAMBURG AND FALMOUTH.

THE British Steamship

"SCOTSMAN,"
Captain MacKenzie, due here TO-DAY (WEDNESDAY), the 15th inst.

The Steamer will discharge her cargo off Stonecutters Island and Consignees of Cargo are requested to apply at once to
SANDER, WIELER & CO.,
Agents.

Hongkong, 14th July, 1903. [2013]

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour—
DIABOL, Swedish barque, A. P. Larsson—
Jardine, Matheson & Co.
KENTMERE, British 4-m. barque, T. E. Burch.
—Standard Oil Co.

SITUATION WANTED.

ENGLISH GENTLEMAN at present in Government Service seeks position of confidence as Secretary or Advisor to Minister or high Official. Has travelled much. Speaks several European languages. Highest possible references.

Apply in first instance to—
"UBIQUE,"
Care of W. Watson & Co., Bankers, Bombay.
Hongkong, 1st July, 1903. [1884]

WANTED.

A BRITISH TEACHER for a Private School in the Colony.

Apply to—
M. M.,
Care of Daily Press Office.
Hongkong, 3rd July, 1903. [196]

THE "ZAFIRO" CASE.

A REPRINT OF "THE 'ZAFIRO' MYSTERY" Case in pamphlet form is now on sale. Copies may be obtained for cash, \$1 each, at the Office of the "Daily Press," Hongkong, 29th May, 1903. [156]

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

TRADE MARK

THE BREWERY LARGEST IN THE WORLD.

This Beer is brewed of best Saazey Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilized after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.
Hongkong, 25th July, 1902. [187]

MITSUBISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK." NAGASAKI, A.I. A.S.C. Scott's and Engineering Code Book.

DOCK No. 1 (at TATEGAMI).

Extreme Length... 523 feet.

Length on Blocks... 513 "

Width of Entrance on Top... 89 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 264 "

DOCK No.

